

### Claims

1. A method for controlling the slip of a tire (1) of an automobile, said tire comprising  
5 a tread (3), said method consisting of adjusting said slip using the measurement of a  
variable linked to the surface temperature ( $T_2$ ) of the tread in the contact area (2) of the  
tire.
2. A control method according to Claim 1, in which said linked variable is the surface  
10 temperature ( $T_3$ ) of the tread (3), this variable being measured outside the contact area  
of the tire.
3. A control method according to Claim 2, in which the surface temperature ( $T_3$ ) of  
the tread is measured in the vicinity of the exit from the contact area of the tire.
- 15 4. A control method according to one of Claims 2 or 3, in which the measurement of  
the surface temperature of the tread is an optical measurement.
5. A control method according to one of the preceding claims, furthermore comprising  
20 a step of acquisition of calibration data, said step consisting of recording a series of  
measurements of said linked variable and a corresponding series of measurements of  
forces or accelerations to which the vehicle is subjected in order to determine a  
preferred value of the calculation data used in controlling the slip.
- 25 6. A device for controlling the slip of a tire of an automobile, said device a means  
capable of adjusting the slip and a means (4) for measuring a variable linked to the  
surface temperature ( $T_2$ ) of the tread of said tire in the contact area.
7. A device according to Claim 6, in which the means capable of adjusting the slip  
30 comprises a means for controlling the torque supplied by the vehicle engine to the  
wheel.

8. A device according to one of Claims 6 or 7, in which the means for controlling the torque comprises a management system for the braking power or the braking torque of the wheel.

5

9. A device according to one of Claims 6 to 8, in which the means for measuring the linked variable is an optical means (4) for measuring the temperature ( $T_3$ ) of the tread outside the contact area (2).

10 10. A device according to Claim 9, in which the optical measurement means is a thermal camera (4) placed opposite the exit from the contact area.

11. A device according to one of Claims 6 to 10, furthermore comprising a means for measuring the acceleration of the vehicle.

15